The Presbyterian church of Audenried, Penn., sends The Tribune \$16 14 for the Gardeld fund. GENERAL GARFIELD'S BODY GUARDED.

CLEVELAND, Sept. 27.—The city is being rapidly emptied of the multitude of strangers. The arches over the streets along the route of the march of the procession will be taken down at once, but the pavilion and the arches in the park will be allowed to re-main as long as they look well. The funeral car has been main as long as they look well. The funeral car has been hauled alongside of the pavilion and will rest there. The drapings on most of the buildings will be left to complete the thirty days of mourning.

The report last night that an organized effort would be made to steal General Garfield's body caused much uncasiness, ane soldiers were sent to watch the vault, but no attempt was made to disturb the body.

MRS. GARFIELD GOES TO MENTOR. CLEVELAND, Sept. 27 .- Mrs. Garfield, her children and Mother Garfield, accompanied by Private-Secretary Brown, General Swaim and Colonel Rockwell, were driven to the Union Depot this morning in close carriages, where a special train had been made up to take them to Mentor. The train con-sisted of a baggage car and the elegant Penusylvania coach which brought the party from Washington. They wended their way quietly through the crowd which thronged the depot and entered the car, soon after which all was ready to start. The ladies were heavily veiled, so that to start. The ladies were heavily veiled, so that they escaped the curious gaze of the crowd. A few muntes after 11 o'clock the train started for Menter, just ahead of the regular accommodation train. Crowds still linger about the park, and so many people are continually passing through the pavillion that a force of police was necessary to-night to prevent confusion and to keep the curious spectators in line. Although the body has been removed to the cemetery, thousands of people seem not to tire of gazing upon the place where the body of the late President was lying, and where most of the floral decorations, though somewhat withered from heat. decorations, though somewhat withered from heat, are yet left. The electric and calcium lights illum-

inate the scene to-night as they did last night. RETURNING FROM CLEVELAND.

The special train over the New-York Central and Hudson River Railroad, bringing from Cleveland the Aldermen of New-York and Brooklyn and other officials of both cities, reached the Grand Central

VOICES OF MOURNING.

GRIEF AMONG THE LOWLY. To the Editor of The Tribune.

SIR: Wandering around the city since Monday night, some thoughts about the phases of the public grief have come to me which I have not seen touched apon by your observant reporters. I refer especially to the sincerity of the grief shown by those who are poor and by those who are presumed to be somewhat hardened. A lourney through the Fourth, Sixth, Fourteenth and other Wards shows the humble attempt to manifest sorrow as sincerely as among the homes of the wealthy. Leaving

sincerely as among the homes of the wealthy. Leaving out those who may wish to attract public attention to what they sell, such as beer salcous, cigar and candy stores, one will find the humblest poor trying to pay their tribute to Garfield's worth.

The other phase worth noting is that the foreigner, regardless of politics, can and does bring his tearful contribution of sympathy. It is amazing to see how the German, the Italian and the Frenchman become American in their sorrow. I have heard more than one German whose broken English was Indicrous, but whose tears were not, say, "Our President is dead." Even those whose vocation we call a nursance deck their rive-dollar horses and ten-dollar vehicles in honor of the dead.

Let us honor those whose hearts are touched, the singerity of whose grief may equal that of those who have a better knowledge of the loss the country now is trying to mbnit to.

New-York, Sept. 24, 1881. New-York, Sept. 24, 1881.

GARFIELD MEMORIAL ASSOCIATIONS.

SIR: Although the bullet of the assassin has cobbed our Nation of its highly honored and gifted Chief Magistrate, still the noble spirit of James A. Garfield still lives. His principles, his writings, his unblemished sharacter and worthy example, his great, noble utterances, all survive bim, and will remain a living power as long as this Republic endures. Even if it should pass away, like the Republics of old, his thoughts would spring forth in some distant age to reawaken liberty and fustice, or to reestablish or originate republican institu-

While the memory of his exalted life and character is tresh in the minds of this generation, and before the upward, noble impulse his life gave to this great, free people begins to wane, it is fitting that memorial associations should be formed all over this country to collect his writings and to systematically carry out his high political ideas and to give them perpetual life and force is the United States.

To carry out this design, let his admirers in every city, town and rural district assemble and quietly and reverentially form a Garfield Memorial Association with this object in view.

Chicago, Sept. 24, 1881.

TURN MOURNING INTO CHARITY.

Fo the Editor of The Tribune.
Six: I would like to make a suggestion which,

I think, may be acted upon by practical men with means at their disposal for carrying it into effect. There is now in New-York an enormous quantity of dry goods of various kinds, used for draping buildings, which in the or. finary course of events will be wasted, or nearly so, which still must have some merchantable value. There is also a crying demand for help in aid of the sufferers by the Michigan fires. Cannot some organized plan be adopted for collecting and turning into money for this pressing charity what will otherwise be lost!

J. B. New-York, Sept. 26, 1851.

REMEMBER THE AGED MOTHER.

Sir: The mother of our late President is low at Solon with her daughter, Mrs. Larabee, where the expects to remain some time. She is aged, her son ane expects to remain some time. She is aged, her son in whom she was mainly dependent is stricken down in the prime of his life at the head of our Nation, and while simple relief has been liberally bestowed on the wife and philidren, it has eccurred to some that the honored mother abould at least have a small share in the Nation's gift, amough to maintain her independence and lighten her sorrows through life, and that it should be bestowed quickly.

Paulsboro, N. J., Sept. 24, 1831. ckly. aulsboro, N. J., Sept. 24, 1881.

A MONUMENT BY THE PEOPLE. To the Editor of The Tribune.

SIR: The people would be glad to creet a conument to President Garneld. Subscriptions limited a amount to 25 cents would give every men a chance to help, and at the same time would not permit some rich man to monopolize the impulse of the people, or make the poor man feel his littleness.

W. E. Howann.

Fair Huven, Vi., Sept. 25. 1881.

ENGLAND'S TARIFF ISSUE.

SIGNIFICANCE OF RECENT EVENTS.

STARTLING LIBERAL DEFEATS AT THE POLLS-THE TORY SEARCH FOR A WAR-CRY-AGITATION AGAINST FREE TRADE-MR, JAMES LOWTHER AND SIR GEORGE ELLIOT OVERWHELMINGLY SUCCESSFUL ON "FAIR-TRADE" PLATFORMS-WILL THE TORIES PROFIT BY THEIR OPPOR-TUNITY !- SIR STAFFORD NORTHCOTE'S INDE-CISION-THE LOGIC OF EVENTS.

LONDON, Sept. 4.-Not since the Tories early in January of 1874 carried Stroud has such a commotion been occasioned by any bye-election as by the Liberal defeats on Friday in North Lincolnshire, and on Saturday in North Durham. Political gossips said at the time that it was the loss of Stroud which filled to overflowing the cup of Mr. Gladstone's proud anger at his decaying popularity, and brought on the dissolution which put Lord Beaconsfield in power for six disastrous years. The circumstances of to-day are widely different, and there is no thought of dissolving now, for not even Mr. Gladstone is sensitive enough to interpret these county verdicts as hints that the country at large is tired of his rule. None the less are they likely to have momentous consequences; more momentous perhaps to the Conservatives than to the Liberals. They are beyond dispute Liberal defeats. Whether they can be considered Tory victories or not depends a good deal on the use the Tory leaders decide to make of them. But in any case they are ominous of political changes. They involve possibly a redistribution of political parties; very probably a modification of the creed, so far as they have any, and of the tactics of which they have beyond question a great deal, of the Conservative party. Ever since Lord Beaconfield died his followers have been in want of a cry. Imperialism has had its day. It was an effort of the party of reaction to substitute a positive for a negative policy. Such success as it had was due to the genius of the great Jingo, now departed, who invented it. In default of something to replace it, the sole hope of the Conservatives lay in the progress of time; in the blunders of the Liberals; in popular disgust at Radical excesses; or in such misfortunes and depressions of business as might create another outburst of that unreasoning discontent with the Government of the day to which they have so often been so much in-debted. But politicians are not generally the most patient of mortals. When they are out of power they want to regain power, and they are likely to snatch at any decent means of regaining it. The elections in North Lincolnshire and North Durham offer them a means-whether decent or not is a matter of opinion-and that is the exceptional importance of these elections. The question they raise is nothing less than this; whether the Conservatives are ready to go in for protection.

For months past, theirs has been an anti-Free

Trade agitation. It really began there a few years ago, but, as a possible party agitation, was smuffed out by Lord Beaconsfield, to whom it seemed pretural interests, due in part to bad barvests, in part to foreign competition, has given it a fresh start. The manufacturers have been suffering also, and they have contributed to it, but it is the farmer whose murmurs have been loudest. I need not recapitulate the progress of the party which has in-scribed Fair Trade on its banner. It is enough to say that though the election of Mr. Ecroya at Preston was due in a measure to the working voters' dissatisfaction with his opponent's indiseriminating hostility to every modification of Free | definitely raised and has got to be answered. Sir Trade, no important contest had been wholly or | Stafford may s rink from it to-day, but to-morrow When Mr. James Lowther appealed to the electors of North Lincolnshire, he put himself squarely on a Fair Trade platform, and on that platform he has carried the election. He wins the seat which a Liberal won at the general election last year, made vacant not long since by his death. He wins it by a greater majority, 471, than Mr. Laycock then won He actually polis more votes than

Mr. Laycock, who was first on the list, then polled, and his present Liberal opponent has more than 400 votes less than Mr. Laycock had. The whole number of votes now recorded is larger than it was in April of last year, and the Conservative majority is now more than double the then Liberal majority.

From such figures as these there is no getting away. The only thing to be done is to find out what they mean and how it happens that a Tory minority has thus been turned into a Tory majority. For Depot at 8:30 p. m. yesterday. The travellers were wearied with their long ride. All spoke well of the honors paid by the immease throng in Cleveland to the remains of the late Chief Magistrate.

has thus been turned into a Tory majority. For once both the victors and the vanquished are agreed on that point. Mr. James Lowther is returned by a constituency of tenant farmers, and the tenant the doctrine of Free Trade. In returning thanks to his supporters after the declaration of the poll Mr. Lowther summed up his own case: "You have returned an answer to the questions of free trade and fair trade, and you have inaugurated a return to sound commercial principles. North Lin-colnshire has sounded the death knell of the Manchester school." What was called last year the Revolt of the Counties was one of the most significant features of the general election. It was taken to mean that the farmers had grown fired of the unfulfilled promises of the Tories, who had always posed as the farmers' friends, and had come over to the Liberals in hopes of something better than empty husks to fill their ellies with. Mr. Gladstone hailed their accession with delight, and made haste to secure their allegiance by repealing the malt tax, one of their longstanding grievances. But since then matters have been going from bad to worse with the British farmer. Time was that bad harvests meant high prices, but the repeal of the Corn Laws put prices down and kept them down. A succession of bad harvests coupled with low prices has made him desperate and he turns in despair to the first pretender who offers to restore the Corn Laws and put up the price of wheat; whose name happens to be Mr. James Lowther. In North Durham the same agencies were at work, coupled with others to which I will refer to-morrow, Sir George Elliot, who like Mr. Lowther, avowed himself a Fair-Trader, is returned by a majority of 652 by the very constituency which a year ago last April left him at the bot tom of the poll in a minority of over 1,100. Both North Lincolnshire and North Durham are important and powerful constituencies, with more than 10,000 voters apiece; and their joint and simulta-

> There, then, is the cry the Tories have been in search of; ready made to their lips. Will they take it up? Is Mr. James Lowther, who has heretofore passed for the spoiled child of his party, to be their St. John, and will they hearken to his voice, crying in the wilderness of North Lincoln † That is the question which gives this contest its importance, Like other questions that have sprung up lately, it cannot be answered offhand. Lately, indeed, most of the letters I have been writing on politics are filled with interrogatives, most of which have to remain, for the present, in the unanswered state, which is another indication that the period is, politically speaking, one of suspense, if not of transition. Yet it happened, by what ought to have been a fortunate coincidence, that on the evening of the day when the result of the North Lincoln election became known, the Leader-the so-called Leader-of the Conservatives in the House of Commons spoke at Sheffield. He was entertained at dinner by a Conservative club in that town, and delivered a speech after dinner in response to a toast to his own health and the Conservative opposition. It was just the occasion on which a real leader, a man who knew his own mind and meant to impose his will on others, would seize with joy. The whole country was ringing with the news. The whole Conservative party was hanging on the lips of Sir Stafford Northcote, ready to ecno anything he chose to say which should sound in the least like a battle-cry. It was the moment, if ever there was a moment, to break with the dead past, and to fling overboard once and for all the dry bones and rotten carcass of Jingoism which had all but carried the ship to the

neons declaration is that they are ready to vote for

wheat-grower against his foreign rival.

bottom, and which still lumbers its decks and festers

once more and try to wire them together and pretend there was still life in them, and snuff the odors of his putrid cargo and make believe it was the fresh air of a new heaven that filled his nostrils. At

this crisis in the history of his party, with a new departure and the hope of a new period of ascendancy in the country opening bright before him, he actually made a speech about Constantinople and the Berlin If I may berrow a metaphor from American polities which has done quite duty enough in are not to be trusted to maintain the greatness of England in Europe, in Asia, or anywhere on the

To what had happened in North Lincolnshire Sir Stafford Northcote did indeed refer. But the way of the man. He mentioned it by name, and left his audience to take up the allusion and appland it. From Sir Stafford himself not a word of applause. For anything he said, his audience were left to conjecture whether he regarded the election of Lord Beaconsfield's Chief Secretary for Ireland as a Conservative victory or not. On the far more important question of the professions by which the victory had been won, he took refuge not in absolute silence, but in studied ambiguity. To describe his attitude the English presshave recourse to the political vocabulary of America. He climbed upon the fence, says one journal; and another de-picts the Conservative leader in the language of the Biglow Papers as facing South by North. "I have always been," observed Sir Stafford, "a Free-Trader, and I am a Free-Trader now, but I desire to see Free Trade universal and fair." To appreciate the paltering and double sense of that phrase you have only to bear in mind that the Protection of the hour has chosen to shelter its first-fledged delicacy under the euphemism of Fair Trade, Fair Trade has, therefore, in the parlance of to-day, if not a definite meaning, a perfectly intelligible significance. It sums up the purposes of the daily growing party who are for Reciprocity, Retaliation, and as much Protection as they can get-Practically it means Protection in one form or another. So that when Sir Stafford Northcote says that he desires to see Free Trade fair, he says in effect he desires to combine Free Trade with the system of Protection which it overthrew, and to which it is radically and irreconcilably hostile.

Sir Stafford Northcote has been a Free-Trader all his life. He is a disciple of Peel. He is one of the numerous and lately all-powerful school which comprised the whole British eation, and looked upon Protection and Protectionists with a contempt they took no pains to conceal. Free Trade was a degma-almost a revela-tion. It was more than that. It was a mathematically demonstrable truth. One of its ablest exponents illustrates Sir Stafford Northcote's present dallying with it by help of the multiplica-tion table. Sir Stafford said the new economical that he "awaited discussion." "Henceforth," servative candidate should win a seat by maintainan open mind on such a complicated problem, and forever. Lord Salisbury is believed to be ready for it. The bulk of the party is ready for anything that will win, though its ablest journal is not. And up his mind, or will have it made up for him by men stronger than he, or by events which are stronger than he and his colleague together. G. w. s.

OBITUARY.

THE EARL OF AIRLIE. DENVER, Col., Sept. 27.-David Graham Drum-

mond Ogilvy, tenth Earl of Airlie, a Representative Peer of Scotland, and Member of Her Majesty's Household. died suddenly of a congestive chill at the Windsor Hotel

August 20, 1849, and married, September 23, 1851, Henrietta Blanche, second daughter of Lord Stanley, of Alderley. His visit to Colorado was for the purpose of inspecting a tract of land he had recently purchased inspecting a tract of land he had recently purchased there for one of his sons. He arrived in the United States only a few weeks ogo, and after a short stay in the East, went to the West, accompanied by Lady Bianche, his oldest daughter. It was his second visit to this country, the first having been made last year, and on his return to England he published a series of articles in The Nineteenth Century on the acticultural resources of the West. Folitically he was a Liberal, and was regarded as a sound and progressive statesman.

CAPTAIN DAVID WOOD.

NEWBURYPORT, Mass., Sept. 27.-Captain David Wood, the oldest shipmaster in this city, and one of the oldest graduates of Harvard College, died last night, at the age of eighty-nine years. Captain Wood was master of the steamer Massachusetts, which carried General Scott and staff to Vera Cruz during the Mexican War, and was afterward in the Pacific Mail Company's employ on the Pacific.

JOHN MCCAFFREY.

Baltimore, Sept. 27.—The Rev. Dr. John McCaffrey, a noted priest of the Roman Catholic Church, and for thirty years president of Mount St. Mary's Col lege, Emmetsburg, where he was bimself educated, died at his home in Laumetsburg yesterday, age seventy-

JOSEPH GARNIER. Paris, Sept. 27.-M. Joseph Garnier (Republican), member of the Senate for the Alpes-Mari-

THE COURTS.

ENTITLED TO HER SHARE. James S. Hull in 1848 took out in the New-York Life Insurance and Trust Company a policy of in-surance upon his life for \$5,000, for the benefit of his widow, enddren and grandchildren. Mr. Hull died in 1877, leaving several children and one grande hild, Lilian, the daughter of his deceased son Washington. The children applied to the company for the entire amount of the policy, claiming that Lillian was an illegitimate child of Washington Hull. The company refused to pay them the entire amount, and recourse was had to a trial at law to compel it to de anybody who will undertake to protect the British so. The jury found that Washington Hull had been duly married to Lillian's mother. On the trial Mrs. Hull sald she went with Mr. Hull on an excursion to Iona Island; that from that point he took her in a row-heat to some place, the name of which she had forgotten, and there mar-ried her. She had forgotten also the name of the minister who performed the ceremony. Upon the verdiet of the jury in favor of the legitimacy of the grandenid, Judge Larremore decided yesterday that she was entitled to her proper share of the insurance money in dispute. F. F. Van Derveer appeared for the grandchild.

CALENDARS—SEPTEMBER 28.

SUPREM GOURT—CHAMBERS—Ield by Politer, J.—
COURT opens at 10:30 a. m. Calendar called at 11 a. m. Not.,
14. 67. 61. 65. 66. 67. 70. 99. 102. 104. 110. 132. 130. 153.
103. 170. 177. 179. 184. 185. 187. 188. 190. 191. 192. 133. 153.
194. 195. 50. 53. 69. 62. 63. 64. 93. 112. 134. 161. 164. 176.
196. 197. 198. 199. 290. 201. 203. 203. 205.
SUPREME COURT—SPECIAL TRIM—Held by Donochue J.—
COURT opens at 10:30 a. m. No day calendar.
SUPREMON COURT—SPECIAL TRIM—Held by Daly, J.—Court
opens at 10:30 a. m. No day calendar.
COUNTO PLEAS—SPECIAL TRIM—Held by Gospp. Sheridan
and Hawes, Justices. Held in Room 55. City Hall. Calendar
colled at 10 a. m. Appeals from orders—Nos. 1, 2, 3, 4, 5,
6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20. Appeals
from judgments—Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13,
14, 15, 16, 17, 18, 19, 20, 21, 22, 28, 24, 25, 26, 27, 28, 28, 30,
31, 32, 33.
GERERAL SESSIONS—COWING, J.—The People agt Demis CALENDARS-SEPTEMBER 28.

Dattery.

Paut II.—Smyth, J.—The People agt. James Curran, Dennia McCarthy, grand larceny; Chas. D. Williams, forgesy;
George Black, Nicholas Berger, Thomas Green, Lercy Peters, larceny from person; Thomas Daly, petit larceny; Richard Lamb, concealed weapons; Albert E. Hayes, Patrick H.
Ehright, Samuel Goldberg, grand larceny; John O'Connor,
larceny from person.

MININ A MYSTERIOUS HORSE DISEASE.

CHICAGO, Sept. 27 .- "Pink-eye," the new bottom, and which still lumbers its decks and festers and stinks in the hold.

To Sir Stafford Northcote, however, it seemed a life opportunity to rattle these dry bones about in the city is suffering from its ravages. THE MADGE VICTORIOUS.

A RACE WITH THE YACHT SCHEMER.

THE SCOTON YACHT DEFEATS THE AMERICAN YACHT. WINNING BY 17 MINUTES AND 41 SECONDS. The race between the Scotch yacht Madge and the yacht Schemer, of the Scawannaka Club, took place yesterday. The course was from an imaginary line between the club steamer and Fort Wadsworth, to and around buoy No. 10, on the Southwest Spit, on the port hand, thence to and around Sandy Hook lightship, its own sphere, he waved the bloody shirt again, and again sought to work on the ignorant apprehensions of his hearers that Liberal Governments west Bank, and outside of buoy No. 5½ on the point of Sandy Hook, going and returning. The course in the best of weather is anything but smooth sailing, as anyone who has been tossed about off Sandy Hook lightship can testify. The tug Excelsior, with the Stafford Northcote did indeed refer. But the way in which he referred to it was exactly characteristic this city, and steaming down the Narrows, took up a position off Fort Wadsworth. A whistle from the tug gave the signal to prepare for sailing. Ten minutes later, another whistle said "sail," and the yachts were off on a flying start.

The Schemer crossed the line at 10:40, and the Madge forty seconds later. The difference in the build of the two boats was great. The Schemer, though intended for fast sailing, looked heavy beside the slender and graceful Madge. The Madge has no rail, and in sailing goes through the seas instead of over them; she looks and acts like a penknife with a butterfly wing attachment. Her sails are different in cut from the sails of an American yacht and they sit on her beautifully. Yesterday at times she would keel over until it seemed as if she could never right herher sails they sat so taut, and she would right. At the start the breeze was from the south and

blowing lightly. The Madge was under mainsail-jib and fore staysail and club topsail; the Schemer was under mainsail, jib and club topsail. Passing out of the Narrows both boats stood well in toward the the Narrows both boats stood well in toward the Coney Island shore. The Scotchman ran up a jib topsail and soon worked ahead of its rival; but the latter standing in close to the shore got the benefit of the cib tide, which had now begun to run, and putting out a jib topsail was soon lessening the distance between them. It is 17 the Madge came about and stood over for buoy No. 10 on the Southwest Spit, getting the breeze in fine style. Four minutes later the Schemer came about, also getting the wind, and a most interesting run began for the buoy. The wind had now increased to a full topsail breeze and the Madge took in her jib topsail; but a fe v moments later she ran up a larger sail of the same kind, and in spite of good seamanship and good sailing on the part of the Schemer rapidly pulled away from her. The Scotch yacht rounded buoy No. 10 at 12:27:58, the American at 12:28:15.

The yachts then laid their course for the Sandy Hook light-ship. On crossing the bar a heavy swell was encountered, and the wind freshened so that the Schemer was forced to take in her jib topsail and club topsail. Shortly after she housed her topmast. The Madge took in her jib topsail and shortly after her club topsail. This latter sail is an immense affair, and the way it was taken in, in the freshening breeze, called forth the admiration of all who saw the mancurry. There was no fluttering of the sail, no catering her topsail should clustering of the sail, no catering in ropes or other sails; a man was seen to go aloft and then the sail disappeared us if by magic. It seemed to vanish into the arr. By the time the lightship was rounded the Madge was considerably ahead. The times of reunding were as follows: Madge, 1241.18; Schemer, 1:46.55. The way the Madge carried

| Elapsed time. | Corrected time. ...[5 h. 17 mm, 25 sec. 4 h. 35 min, ...[5 h. 23 min, 6 sec. 4 h. 32 min, 31 sec.

| Overall. |Water line.| Beam

The Madge was sailed by Captain Durean and the schemer by Ira Smith. The members of the Yacht Committee of the Seawanhaka Club acted as judges. The Madge is owned by James Coates, Jr., the cotton thread manufacturer of Paisley, Scotland, and was brought over here on the deck of the steamship Devonia. She is not a yacht in the stricest sense as she was intended more for the purpose of racing than for pleasure-sailing. She was built after the model of G. L. Watson, of Glasgow, in 1879, and sits only about three feet out of water. The keel is of oak, ten inches thick and a foot wide, to which ten tons of lead are bolted, extending one-third the length fore and aft. The main cabin is arranged with pantries and lockers, and there is a roomy forecastle and plenty of storace room. Her fittings are of teak and mahogany. The Madge has been a successful boat since she was built, having won forty-six first and ten second prizes out of sixty-eight matches in which

JEROME PARK RACES.

This will be the second day of the preliminary fall meeting at Fordham, and the programme is re-markably attractive for an extra day. The entries are

11e MILES, SPECIAL WEIGHT CONDITIONS. Villiams's geiding Checkmate, aged FOR MAIDENS, SPECIAL WEIGHT CONDITIONS, & MILE Constitution, 5. 98 Westbrack, 3.
Regicide, 4. 98 Drogleda, 2.
Clarence, 3. 98 Braska, 2.
Scully, 5. 95 Clarence, 2.
Mattle Rapture, 3. 95 Stonehenge-Revolt, 2.
Louise D Gr, 3. 95 HANDICAP, 11g MILES.

G. L. Lorillard's } geldling Monitor, 5. 126
Pettingil's geldling Sir Hugh, 3. 97
Pettingil's gelding Fair Count, 5. 113
Reed's filly Thora, 3. 113 GENTLEMEN RIDERS, HANDICAP, & MILE. SELLING RACE, I MILE. BURDLE RACE, HANDICAP, 134 MILES. | Glasgow, aged | 153 Cripple 4 | 158 Cripple 4 | 158 Cripple 4 | 158 Cripple 4 | 186 Indian, 5 | 144 | 186 Indian, 5 | 144 | 186 Indian, 5 | 147 | 186 Indian |

Magnetic Clothing.



THE "WILSONIA" MAGNETIC CLOTHING IS THE MARVEL OF THE WORLD. Their effects are everywhere being recognified as the only means of crashicating THE "WILSONIA"

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BROOKLYN, F. D., BRANCH DEPOT, 465 FULTON ST., BROOKLYN, E. D., BRANCH DEPOT, 445 FULTON ST., BROOKLYN, BROOKLYN, E. D., BRANCH DEPOT, 44 FOURTH-ST. New-York Offices, 695 and 1,337 B way and 2,310 Third-ave, IMPORTANT TO INVALIDS.

Professor CARMICHAEL, M. D., cially retained at 465 Fulton st., Brooklyn, as Consutt-hysician; therefore, even in very extrema cases, the possible advice will be given free of charge. OFFICE HOURS, 10 A. M. TO S P. M.

Clothing, &c. NICOLL, the Tailor. PIONEER OF MODERATE PRICES.

PANTS TO ORDER FROM \$4 TO \$10.

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FALL OVERCOATS TO ORDER FROM \$15 TO \$40.

\$620 BROADWAY \$20.

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Open evenings until 9 o'clock; Saturdays until 10.

Samples and rules for self-measurementsont free every where by mall.

Bre Cream.

HORTON'S ICE CREAM ISMADE FROM PURE ORANGE COUNTY CREAK ALWAYS RICH, DELICIOUS AND RELIABLE AND YOU WILL USE NO OTHER. Depots, 365 4th-ave., 1,288 Broadway and 75 Chatham-st New-York, 345 Fulton-st., Brooklyn.

Excursions.

A DYERTISEMENTS FOR THE NEW-YORK TRIBUNE WILL BE RECEIVED AT THE UPTOWN OFFICES, No. 1,238 Broadway, corner Thirty-first-st., 388 West Twenty-third-st., cerner Eighth. ava., ave., cerner Forty-seventh-st., as the Harlam Offices, No. 92 East Fourteenth-st., except Union-square, 750 Third-ave., cerner One-hundred-sad-wenty-afth-st., up to 8 p. m., at regular office rates.

DALLY EXCURSION to West Control of the Control of th DAILY EXCURSION to West Point and Newburg. See Albany Day Boats advertisement.

Orean Steamers

ROTTERDAM LINE.

Steamers leave WATSON'S STORES, Brooklyn.

ROTTERDAM.

W. A. BCHOLTEN.

W. A. BCHOLTEN.

Wednesday, Sept. 28

W. A. BCHOLTEN.

Wednesday, Oct. 19

let Cabin, \$60-\$70. 2d Cabin, \$50. Stoerage, \$26. Stoerage from Rotterdam propaid, \$24. H. CAZAUX, Gen. Agt. 27 South Williamst. FUNCH, EDYE & CO., 27 South Williamst. FUNCH, EDYE & CO., 27 South Williamst. Freight Agts. L.W. MOREIS, 50 Broadway, G.P.A.

Ocean Steamers. A NCHOR LINE U. S. MAIL STEAMERS.

CUNARD LINE.

NOTICE-"LANE ROUTE."
FROM NEW-YORK TO LIVERPOOL VIA QUEENSFROM PIER NO. 40, NORTH RIVER.

ARABIC Wednesday, Sept. 28, 8:30 a. m.
CATALONIA Statuday, Oct. 1, 11 a. m.
ALGERIA Wednesday, Oct. 5, 2:30 p. n.
SCYTHIA Wednesday, Oct. 12, 9 a. m.
Cabin passage 580 and \$100; return tickels on favorable terms.

terms.

Steerage tickets to and from all parts of Europe at very low rates. Freight and passage office, No. 4 Bowling-Green.

VERNON H. BROWN & CO., Agents. GENERAL TRANSATLANTIC COMPANY.

Smit. LOUIS DE BEBIAN, Agent. No. 6 Bowling Green.

GUION LINE.
ENITED STATES MAIL STEAMERS,
FOR QUEENSTOWN AND LIVERPOOL.
Leaving Pier 38 N. R. foot of King-st.
WISCONSIN.
Tuesday, Oct. 14, 2:30 p. m.
NEVADA.
Tuesday, Oct. 14, 1:30 p. m.
ABYSSINIA.
Tuesday, Oct. 25, 6:30 a. m.
ABYSSINIA.
Tuesday, Oct. 25, 6:30 a. m.
ARIZONA.
Tuesday, Nov. 1, 1 p. m.
These steamers are bailt of rron, in water-tight compartments, and are furnished with every requisite to make the passage across the Atlantic both safe and agreeable, having bathroom, smoking-room, drawing room, plane and ilbrary also experienced surgeon, stewartiess and a laterer on each steamer. The staterooms are all upper deck, thus insuring the passage across the Atlantic both safe and agreeable, having bathroom, smoking-room, drawing room, plane and library also experienced surgeon, stewartiess and a laterer on each steamer. The staterooms are all upper deck, thus insuring those greatest of all inxuries at sea, perfect ventilation and light.
CARIN PASSAGE (seconting to staterooms 250 850 and ing those greatest of all luxurus and light.

CABIN PASSAGE (according to stateroom), \$60, \$80 and \$100. INTERMEDIATE, \$40. STEERAGE at low rates.

OFFICE, NO, 29 BROADWAY,

WILLIAMS & GUION.

WILLIAMS & GUION.

IMPERIAL GERMAN LINE.

Hamburg-American Packet Company's Line for PLYMOUTH, CHERROURG, and HAMBURG.

WIELAND.

Sept. 29 CIMBRIA.

Oct. 13 WESTPHALIA.

Oct. 64 HERDER.

Oct. 20 Rates of passage to Plymouth, London, Cherbourg, Hamburg and all points in the south of England. Pirst Cobin, \$100; Second Cabin, \$60; Sicerasce, \$30. Round trip at reduced rates. Steerage from Hamburg, Havre and South-ampton, \$28,

KUNHARDT & CO.

General Passenger Agenta, No. 61 Broadway, N.Y.

MADERIAL CURMAN MAIL.

No. 61 Brondest, N. Y.

STEAMSHIP LINE BETWEEN NEW YORK,

ODER SOUTHAMPTON AND BREMEN.

Sat., Oct. 1 | ELBE Sat., Oct. 12

DONAU Sat., Oct. 8 | MOSEL Sat., Oct. 12

DONAU Sat., Oct. 8 | MOSEL Sat., Oct. 12

BATES OF PASSAGE from NEW YORK to SOUTHAMP
FIRST CABIN SION-SECOND CABIN \$60

Return tickets at reduced rates. Prepaid stserage certificates, \$25. Steamers sail from Pier between Second and Third-six, Hobolica, N. J.

OELRICHS & CO., 2 Bowling-Green.

INMAN LINE POWAL MALL STEAMSED.

NMAN LINE ROYAL MAIL STEAMERS,
FOR QUEENSTOWN AND LIVERPOOL.
NOTICE.—The steamers of this Line take Licatenant
Marry's Lane routes at all seasons of the year.
CITY OF RICHMOND.......SATURDAY, Oct. 1, 11 a. m.
CITY OF RICHMOND......SATURDAY, Oct. 15, 11 a. m.
CITY OF BERUSHIN.......SATURDAY, Oct. 15, 11 a. m.
CITY OF BERUSHIN.......SATURDAY, Oct. 20, 2 p. m.
CITY OF BERUSHIS.........THURSDAY, Oct. 20, 2 p. m.
CITY OF BERUSHIS.........THURSDAY, Oct. 20, 10 a. m.
From Pier 33 usew number N. R.
CABIN, SSO and § 03. Return tickets on favorable terms.
STEEBAGE, S2S. Propad, §30. Drafts at lowest rates.
Saloons, staterooms, smoking and bath-rooms mindships.
These steamers do not carry callie, sheep or pigs.
JOHN G. DALE, Agont, 31 and 33 Broadway, N. Y.
SPECIAL NOTICE.—The Imman Steamship Company's
new steamer, CITY OF ROME, will positively sail from Liverpool on the 13th of October, and from New-York on the 28th of October, at 10 a. m. Plans can be inspected and berths secured at the office of the Company, 31 Broadway.

MONARCH LINE.
NEW-YORK AND LONDON.
Splendid new hast steamers. NMAN LINE ROYAL MAIL STEAMERS.

DACIFIC MAIL Steamship Company's Lines,

PACIFIC MAIL Steamship Company's Lines, FOR CALIFORNIA, SANDWICH ISLANDS, JAPAN, CHINA NEW ZEALAND, AUSTRALIA, CENTRAL and SOUTH AMERICA and MEXICO.

From New York, Pior foot brial-st, N. R., For San Francisco via Isthmus of Panama (ISV) OP PARA sails FIIDAY, Sent. 30 noon.

Connecting for Central and South America and Mexico.

From San Francisco, 1st and Francisco.

From San Francisco, 1st and Francisco.

From San Francisco, 1st and Francisco.

For HONGLULU, NEW ZEALAND and AUSTRALIA.

AUSTRALIA sails SAI BDAY, Oct. 22, 25, 33, 37 or on art vid of London mails at San Francisco.

For Insight, passesses and general information apply at Company's Office, on the Pior foot Cauchest., North River.

H. J. BULLAY, Superintendent.

DED STAR LINE.

RED STAR LINE.

United States and Royal Belgian Mail Steamers.

EVERY SATURDAY FOR ANYWERP.

RELIGIES Appended first-class imil-powered steamers,

Satornoon, stater-come, smoking and bath rooms amidships second cabin, 850 and 875 or pigs carried.

First cabin, 850 and 875 or pigs carried.

First cabin, 850 and 875 or pigs carried.

Second cabin, 850 propaled, \$25; excursion, \$36.

BETTER WELIGHT & SONES, Gen'l Ac'lls, 55 Broadway, N.Y.

PETTER WELIGHT & SONES, Gen'l Ac'lls, 55 Broadway, N.Y.

least tell, allorang a segree of the second relation and sea.

RATES—Saloon, \$50 and \$100. Return ticket an favorable terms. Steerage from the Old Country, \$30. from New-York, \$25.

These steamers carry neither estile, sheen, nor pigs.

For inspection of plans and other information, apply at the

For inspection of plans and other information, apply at the Company's offices, No. 37 Broadway, New-York,
R. I. CORTIS, Agent,
C. L. BARTIETT & CO., Agents, Boston,
BARRITE & CATTELL, Agents, Philadelphia.

Steamboats and Bailroads.

A LBANY BOATS, PEOPLE'S LINE.—
SOUTH SIDE OF CANALST, every WEEK DAY at 6 B.
m. connecting at Albany (Sunday morning excepted) with
trains North, West and East. Excursion tickets to Albany and return, good 30 days \$2 50 W. W. EVERETT, President

ALBANY DAY BOATS-ALBANY and C. A VIBBARD tale (Sandaya accepted), leave Vestry-at, per Sefs, and 12-14. In Brooklyn, by Annex, at 3 keepide, Calabetta, and Hudson, Connect, Records, Calabetta and Hudson, Connect, at Albany for the North and West, New York Contral and Hudson River. E. Blockly good via this line. Trip tickets to West Point or New York Contral CENTRAL RAILROAD OF NEW-JERSEY.

CENTRAL RAHLROAD OF NEW JERSEY.—

Station in New-York, foot of Hiberty-st. Station in Brooklyn, foot of Fulton-st., Jeweif's Wharf.

Commencing S. pl. 26, 1881. Leave New-York: 5:30 a. m.—For Flomington, Easton, Allentown, Reading, Harrisburg, &c.

745 a. m.—For High Bridge Branch, Easton, Allentown, Wilkeslarre, Waverly, a.c.

9 a. m.—For Flomington, Figh Bridge Branch, Easton, Allentown, Reading, Harrisburg, Manch Chank, Williamsport, Tamaging, Ariton, Seranton, &c.

1 p. m.—For Flomington, Easton, Allentown, Reading, Harrisburg, Manch Chank, Pailston, &c.

245 p. m.—For Flomington, Easton, Wind Gap, Mauch Chank, Famaqua, Dritton, Wilkesbarre, Seranton, &c.

430 p. m.—For Brigh Bridge Branch, Easton, Allentown, Easton, Allentown, Reading, Harrisburg, Manch Chunk, Wilkesbarre, Flomington, &c.

6500 p. m.—For Easton, Allentown, Reading, Harrisburg, Manch Chunk, Wilkesbarre, &c.

Sunday trains leave at 8545 a. m., 12 p. m. for Bound Brook and intermediate stations, at 6500 p. m. for Easton, Allentown, Harrisburg and the West.

For Newark at 8, 5345, 615, 645, 715, 730, 800, 830, 9, 9, 945, 100, 9, 15, 15, 300, 535, 6, 615, 639, 7, 730, 815, 9, 945, 100, 115, 12 p. m.

For trains to local points see Time Tables at stations.

N. Y. and LONG BRANCH DIVISION. Leave at 5, 8:15, 10:30 a. m., 12 m., 2, 3:30, 4, 5, 6, p. m. FOR ATLANTIC CITY, EXPRESS, 2 p. m. with through cars, arriving at Atlantic City at 6:55 p. m.

FOR FREEHOLD At 8:15 s. m., 12 m., 2, 4, 5, 6, p. m. For Keyport at 5, 8:15, 10:30 a. m., 12 m., 2, 4, 5, 6 p. m. NEW-JERSEY SOUTHERN RAILWAY.

Via Bay route and Sandy Hook at 10:20 a.m., 3:45 p.
m. for Fast Long Brench, e.c. On Sundays, 9:30 a.m.
Via Branchport-For Sandy Hook and frighlands, 5, 8:15 a.
m., 12 m., 4, 5, p. m. For Monmonth Beach and Seabright,
5, 8:15 a. m., 12 m., 3:30, 4, 5, p. m.
Via Red Bunk-Si5 a.m. for Lakewood, Toms River,
Barnesat, e.c. p. m. for Lakewood, Manchester, Toms
River, ATLANTIC LITY and all stations to Bay Sale. 4 p.
m. for Lakewood, Toms River, Banegat, &c.

NEW-YORK AND PHILADELPHIA.

Steamboats and Railroads.

A -CITIZENS' LINE. TROY BOATS
Leave PIER No. 44, North River, foot of Christophers.
Daily (except Saturday) at 6 p. m. connecting with enry
trains for the North and West. Sunday steamer sources.

Newark, 6:45, 647, 11:60. m. 3:19, 6:21, 5:21, 5:21, 7:31
p.m. and 12 midulath Saturday mights only Sandays 9:15
a.m., 6:30 n.m.
Ratherford and Passado 4, 7:50, 6:31, 10:20 n.m. 12:midulateriord and Passado 4, 7:50, 6:31, 10:20 n.m. 12:midulateriord and Passado 4, 7:50, 6:31, 10:20 n.m. 12:midulateriord and 12 midulateriord and 13 midulateriord and 14 midulateriord and 15 midulateriord and 15 midulateriord and 12 midulateriord and 15 midulaterior

and the East. Steamers "Bristol" and "Providence leave New York daily, Sundays included, at 5:30 n. m., from Fler 28 N. R., foot of Murray at BANDS OF MUSIC ON STEAMERS. Pier 28 N. R., foot of Murray-st. BANDS OF MUSIC ON STEAMERS.

CHANGE OF TIME.

Commencing Monday, October 3, the steamers of the Fall River Line will leave New York at 5 p. m. daily.

For Newport, Martha'a Vineyard, Nantucket, Cape Cod, and all local points on the Old Colony R. R. Steamers NEWFORT and OLD COLONY leave New York daily (Sundays-excepted), at 6 p. m. from Pier 28, N. R. Annex boat from Brocklyn, at 5 p. m.; Jersey City, 4 p. m., connects with both line. Trickets and staterooms may be secured at all principal hotels, transfer and ticket offices, at the office on Pier 28, and on steamers. List of ton's and excursions at lew rates seed free on application. GEO L. CONNOR, Gen'l Pass'r Agent.

NEW-YORK CITY AND NORTHERN RAIL ROAD. THROUGH TRAINS.

For leading, com., Brewster, Carmel. Mahopse and intermediate stations, leave, 55th s. 555 a. m. daily, and 4:15 p. m. daily, except Sunday.

Brewster, Carmel, Mahopse and intermediate stations, leave 155th-st. 4:55 p. m. daily, except Sunday.

Tarrytown Heights Special and Way, leave 155th-st. 5:55 p. m. daily, except Sunday.

To connect with trains, leave Rector st. fifty minutes before time of departure from 155th-st.

Baggage depot, 2:3 West, 5:3d-st., near Sth-ave.

The New-York Transfer Company will call for and check baggage from hotels and residences.

NEW-HAVEN, MERIDEN, HARTFORD, SPRINGPIELD, HOLVOKE, NORTHANDON, &C. Stearaers leave Pler 25. E. R., at 3 p. m., and 1150 a. m. (Sund. vs. excepted). coincecting with special trains for above and intermediate points. Tickets sold and baggare checked at 314 Broat way, N. Y. and I Court-st. Broaklys. Excursion to New Haven and return, \$150.

NORWICH LINE To Boston, Worcester, Nashua, Portland and the Sast via New London.—Steamers leave Plor No. 46, North Riv.r. datly, Sundaya incliniest. Week days at 5 p.m. Sundays 6 p.m.

DENNSYLVANIA RAILROAD.

PENNSYLVANIA RAHLROAD.
On and after July 11, 1881.
GIEGAT TRUNY LINE
AND UNITED STATES AH. ROUTE.
Trains leave New York yia Des rosses and Cortiandit
Streets Perries as follows
Harrisdurg, Pillsburg, the West and South, with Pullman
Palace Cars attached, 9 a. m., 6:30 a.m., 5:30 p. m. daily.
Williamsport, Lock Haven, 9 a. m. 5:30 p. m., Corr and
Eric at 8:30 p. m., compacting at Corr of Titusvilla, Petroleum Centre and the 6:11 Revious.
Baitimore, Washington and the South, "Lamited Washington Express" of Pullman Parior Cars daily, except Sunday,
10 a. m.; arrive Washington 4 p. m. Ecerular at 4:50 and 5:30
a. m.; 3:40, 7 and 10 p. m. and 12 might, sunday 4:35 a. m., 7
and 10 p. m. and 12 might, sunday 4:35 a. m., 7
and 10 p. m. and 12 might, sunday 4:35 a. m., 7
and 10 p. m. and 12 might, sunday 4:35 a. m., 7
and 10 p. m. and 12 might, sunday 4:35 a. m., 7
and 10 p. m. and 12 might, sunday 6:30
a. m.; 6:30, 7 and 10 p. m. without change of cars.
Boats of "Rooding Annex" connect with all through
trains at Jersey City, affording a specify and direct transfer
for Brooklyn trave.

Trains arrive Erom Pittsburg, 8, 10:10 a. m.; 9:35 p. m.,
daily; 6:30 p. m. daily, except Monday 9rc a Washington
sunday, 6:50 a. m.; 6:30 a. m.; 8:30 and 10:30 p. m. erom Philladelphia,
3:50, 6:50, 8, 0:40, 10:40, 11:40 a. m., 110, 2, 3:50, 5:29, 6:20,
3:50, 9:30, 9:35, 9:55 and 10:30 p. m.

TO PHILADELPHIA.

TO PHILADELPHIA. THE OLD ESTABLISHED ROUTE AND SHORT LINE. TRAINS EACH WAY WEEK DAYS AND 9 ON SUNDAY. THREE STATIONS IN PHILADEL-PHIA, TWO IN NEW-YORK.

DOUBLE TRACK, THE MOST IMPROVED EQUIP MENT AND PASTEST TIME CONSISTENT WITH ABSOLUTE SAFETY.

Express Trains leave New York, via Deabrosses and Cortlandt Streets Ferries, as follows:
4:30, 7:30, 5, 8:30, 9 (10 Limited), 11 a. m., 1, 3:20, 3:40, 4, 5, 6:30, 7:30, 5, 8:30, 9 (10 Limited), 11 a. m., 1, 3:20, 3:40, 4, 5, 6:30, 7, 8:30 and 10 p. m., and 12 might. Sundaya, 4:30 and 9 a. m., 5, 6:30, 7, 8:30 and 10 p. m., and 12 might. Express Trains leave New York daily, exceed Sunday, at 7:30 a. m. and 4 p. m., running through via Trenton and Camden.

7:30 a. m. and 4 p. m., rubning through via Trenton and Canden.
Returning, trains leave West Philadelphia 12:01, 3:45, 5:25,
7, 7:35, 8, 8:30, and 11 a. m. (Limited Express 1:30 p. m.), 1, 2,
4, 6:45, 7, 7:05 and 8 p. m. On sunday, 12:01, 3:45, 5:25,
8:30 a. m., 4, 7, 7:05 and 8 p. m. Leave Philadelphia via Canden, 9 a. m. and 3:50 p. m. daily, except Sunday.
Ticket Offices, 5:26 and 1:44 Broadway. 1. Astor House and foot of Destroeses and Cortinuotist., 2 Court-st, and Brooklyn Amex Station, 1:50 of of Fulton-8t. Erocklyn Nos. 114, 116 and 118 Hudson-8t, Holoken Station, Jersey Cay Endignant Ticket Office, 8 Entlery-place.
The New York Transfer Company will call for and check baggage from hotels and residences.
FRANK THOMSON.
General Manager.

PROVIDENCE LINE.
PROVIDENCE LINE.
PROVIDENCE LINE.
The Palace Steamer MASSACH USETTS will leave on Tucsdays, Entrastays and Sactariays, and los Steamer of Ala-Tick on Mondays, Wednesdays and Fridays to 5-P. M. FROM PIER 28, N. R., 100t of Warrensst, Now-York.
Staterrooms secured at offices of Westcutt's Express Company, and at principal hoods and insect onces.

PONDOUT, KINGSTON AND CATSKILL